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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY USSR (Ukraine)

DATE DISTR. 1 June 1949

SUBJECT Port and Rail Installations of Odesa

NO. OF PAGES 6

PLACE
ACQUIRED

NO. OF ENCLS. 1*
(LISTED BELOW)

DATE OF INFO. Prior to March 1949

SUPPLEMENT TO
REPORT NO.

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Comment: Numbers in parentheses in the following text refer to items marked on the attached map of Odessa.)

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General

1. Odessa suffered slight damage during the war. By 1946, reconstruction had returned it to almost its pre-war level of activity. Since then, the work has been completed and the port is now in full operation.
2. The installations (conditions of approach, means of loading, warehouses, etc.) are modern and well planned. Electric current is furnished by a central in the town. The port also has two medium stations for emergency, one of 360 KW and one of 1,150 KW.
3. Beacons and markers are satisfactory. The principal entrance light is the Vorontsov lighthouse (11), recently modernized, which is located at the end of the mole in the southern part of the port (9). Other lights are located on the breakwaters (12 and 23) and at the ends of the moles. There are also light buoys in the various ports, as follows:

- 6 in the roadstead (1)
9 in the Quarantine Port (2)
4 in the New Port (3)
2 in the Cabotage Port (4)
3 in the Pratique Port (5)
3 in the Grain Port (7)
5 in the Oil Port (8)

4. Figures on the port are as follows

Length of port	5.5 km
Surface of basins	163.2 hectares
Length of quays	9.2 km
Number of ships per year	370 - 400
Merchandise in transit per year	3.47 million tons

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5. Several dikes and jetties protect the port against winds from the east; these form the inner roadstead (1) and seven separate basins. To the east, the port is protected by the old Quarantine Mole (10) and its prolongation, the Reidovy (roadstead) Mole (9), which terminates at the Vorontzov lighthouse (11). In width, the port is limited by the straight breakwater (12), 1,245 m. long, and by two other breakwaters (23), 920 m. long.

Basins

6. Roadstead: Between the breakwaters and the mole is the inner roadstead, 290 m. long and with a surface of 63 hectares. Here ships wait for authorization to enter the port. The inner roadstead has six mooring-buoys and the breakwater (12) has five mooring-rings. The inner roadstead is bounded by the old Quarantine Mole (10) and its prolongation the Roadstead Mole (9), which forms a quarter-circle; the Grocery Quay (Bakaleinaya Naberezhnaya) (13); and the Platonov Mole (14). On the quay and the moles are large warehouses and customs stores.
7. Quarantine Port: The Quarantine Port is specially reserved for grain. It has two rather old elevators, three movable (roulant) bridges, and several other means of electric transport.
8. New Port (3): The New Port is bounded on the land side by the New Quay (15) and on the sea side by the New Mole (16). Its water surface is 16.5 hectares, the length of docking space on the quays is 1,230 m., and the depth is 9.1 m. On the New Quay and the New Mole are large warehouses for coal, sugar, and wood, the principal commodities handled in the New Port. Among the loading equipment are two steam-powered cranes with capacities of six tons each and eight with capacities of three tons each. There is also a large cold storage plant for fish. The most important installation in the New Port is the pumping station for combustible liquids (47), which permits discharge when the Oil Port (8) is overloaded with work.
9. Cabotage and Coal Port (4): This port is bounded on the northwest by the Navy Mole (Voyenny Mol) (18) and on the land side by the coal quay (17). The Cabotage Port covers 13.5 hectares of water surface; the length of docking space is 1,020 m. and the depth is 5.4 m. The importance of this port is considerably less than that of the two above-mentioned ports, principally because of its depth. Here coal is transhipped, either to land or onto barges.
10. Pratique Port (5): It is bounded by the Watermelon Quay (Arbuznaya Naberezhnaya) (20), the Androssovski Mole (21), and the Potapovski Mole (22). Its water surface is 16.5 hectares, its docking space 1,580 m., and its depth 5.8 m. The quay and mole have numerous warehouses. The transshipment of part of the merchandise of coastal trading takes place here; in addition, all passenger traffic in the port of Odessa is concentrated in this port.
11. Government Port (6): This is the inner basin of the Grain Port (7), protected by the same breakwaters as the latter. Its water surface covers 3.5 hectares, the length of docking space on the quays is 175 m., and the depth of the basin is 3.7 m. In the repair shops of the Black Sea merchant fleet (24), small coasting vessels are constructed. The Government Port is closed to all other vessels.
12. Grain Port (7): Construction of the Grain Port was begun in 1934. The port is used exclusively for the loading of grain. It has 18 warehouses and 14 elevators and is well equipped with auxiliary machines for the loading of grain (carts, moving bridges, etc.). The port has a dry dock (25). The water surface of the port is 16 hectares and the docking space at the quays is 1,520 m.
13. Oil Port (8): The Oil Port forms the northern boundary of the port of Odessa. It is located in front of the Peregyp district of the town. The water surface of the port is 10.7 hectares and the depth at the quay is 8.5 m. The depth is sufficient for tankers of the Black Sea Oil Fleet, which draw between 7.5 and 7.9 m. The port has four bridge-like structures for loading vessels (appointements). In front of the port is a special outer port where oil tankers await permission to enter; the water surface of this outer port is 67 hectares.

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Because insufficient depth makes the passage of large oil tankers impossible, the Oil Port is connected with the open sea by a special channel, 1.5 km. long, which is dredged constantly. This channel is not fixed and changes according to complicated conditions, depending on the currents; consequently, it is not indicated on the attached map. On the Oil Mole (28) is located a powerful electric pumping station (25), used to drive combustible liquids into the reservoirs or into tank cars. (See details below.)

14. Principal merchandise transiting Odessa:

Imports: Iron and steel scrap, machines, instruments, chemical products, coal, cotton, oil, tea, fruits, colonial products.

Exports: Grain, oil products, lumber for construction and shipbuilding, various construction materials, sugar, wool, fish, vegetable oil.

Oil Installations and Equipment

15. Odessa plays an important role in the distribution of combustible liquids. Oil coming from Batumi by sea is here distributed to all regions. The increasing mechanization of agriculture in the last few years has considerably augmented this traffic.
16. The Oil Port (8) has several railroad tracks, connected with the Odessa-Port freight station (4) by a 3-kilometer auxiliary line.
17. The capacity of the pumping station on the Oil Mole is 80 tons per hour. From this station a main pipe line leads to the west from the Oil Port.
18. Reservoirs (29 and 30): There are three reservoirs (29), with a total capacity of 6,300 tons, 150 m. south of the mole of the Oil Quay. A second group of reservoirs (30), consisting of eight reservoirs with a total capacity of 16,500 tons, is located 140 m. to the north, near the outer wall. These are all old-type iron reservoirs. The larger part of each is sunk in the ground and the upper part is protected by a brick wall 60 cm thick. The two groups are connected with the main pipe line (N).
19. Reservoirs (31 and 32): These are located southwest of the Odessa-Pereyaslav freight station (g). The group marked (31) consists of three iron reservoirs with a total capacity of 7,500 tons. The group marked (32) consists of three reservoirs with a capacity of 6,750 tons. The two groups are connected by a railroad and by branches of the pipe line.
20. Reservoirs (33): Four hundred and fifty meters north of the Odessa-Bakhmach freight station (f) are three reservoirs with a capacity of 2,000 tons each. They are connected to the pipe line and are served by auxiliary rail lines.
21. Reservoirs (34): Seven hundred and forty meters west of the Odessa-Bakhmach freight station (f) are 12 round iron reservoirs with a total capacity of 30,000 tons. The lower half of each is sunk in the ground and the upper half is protected by a brick wall and merlons.
22. Auxiliary pump: At the base of the New Mole (16), separating the New Port (3) from the Cabotage Port (4), is an auxiliary pumping station (47). It is in the immediate vicinity of the rail junction of the Odessa-Port station, where tank cars are brought in. The capacity of this station is 60 tons per hour.
23. Refinery: About 3.5 km west of the Oil Port, in the deserted terrain surrounding the town, a large area is occupied by a cracking plant (35). Its production, which is devoted especially to aviation gasoline, reaches 90,000-110,000 tons per year. After the war, the factory was reconstructed and equipped with machines of better quality than it formerly had. Surrounding it are 12 round iron tanks with a capacity of 3,500 tons each and four square reservoirs with a capacity of 5,500 tons each, giving a total capacity of 64,000 tons. The refinery is supplied by its own electric power plant, located in the same building as the

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pumping station for decanting combustible liquids. In case of necessity, the refinery could use the electric current from the town. The works is connected with the freight stations Odessa-Sortirovochnaya (classification) (direction 36) and Odessa-Sostava (composition) (direction 37). The refinery is the terminus of the pipe line.

24. Reservoir (59): This is a reserve tank of the refinery, located about one kilometer to the east. It is underground and camouflaged and has a capacity of 3,500 tons.
25. Pipe line (N): The pipe line begins at the Oil Port (3), at the pumping station (26), and passes along the mole. Branches in the direction of the various reservoirs (29 and 30) take off from its base. At the group of reservoirs marked (30), the conduit first runs in a northwesterly direction and then turns toward the west. Half a kilometer farther on, it sends out branches toward the Odessa-Peresyp station (g) and reservoirs (31), (32), and (33). Beyond this fork, the main line continues westward toward the refinery. Another branch leads off toward the reservoirs marked (34) and still another toward the reservoir (59). The pipe line ends at the pumping station and is absorbed in the internal network of the refinery. The electric power station of the city of Odessa (58), with a capacity of 35,000 KW, is also connected with the pipe line.
26. Railroad stations used in the transporting of combustible liquids:
 - a. Odessa-Peresyp freight station (g): Filling of tank cars with combustible liquids.
 - b. Odessa-Port freight station (4): Transshipment from marine to land transportation.
 - c. Odessa-Port station, group of tracks near the New Port: Drawing off of combustible liquids into tank cars.
Total length of tracks: 700 meters
 - d. Odessa-Sostava (direction 36)) Final making up of trains loaded
Odessa-Sortirovochnaya(direction 37) with combustible liquids.
27. Handling of combustible liquids: The principal place where tankers are discharged is the Oil Port (8), whence the oil is directed as follows:
 - a. To tank cars in the Odessa-Port freight station (e).
 - b. To tank cars in the Odessa-Peresyp freight station (g).
 - c. To tank cars in the Odessa-Bakhmach freight station (f).
 - d. By pipe line to reservoirs (29), (30), (31), (32), (33), and (34).
 - e. Directly to the refinery or to its reservoirs.

When discharged at the New Mole (16), the oil goes directly to tank cars in the Odessa-Port station. Tank cars are filled directly from the reservoirs of the refinery at the Odessa-Port, Odessa-Peresyp, and Odessa-Bakhmach stations by pipe line. Tankers are loaded in the Oil Port with products from reservoirs (29) to (34) or with gasoline from the refinery. In either case, the fuel reaches the vessels by pipe line. In exceptional cases, the loading of tankers is effected near the New Mole. In such cases, the fuel is conducted by auxiliary lines from the Odessa-Port station. Gasoline and limited quantities of benzine are delivered from the refinery to the Odessa-Sortirovochnaya and Odessa-Sostava freight stations by auxiliary rail lines (36) and (37).

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Odessa Rail Center

28. Odessa is the terminus of the following principal lines: Odessa-Kiev, Odessa-Kharkov, Odessa-Ovidiopol. Only the principal junctions are indicated on the attached map, and the groups of tracks are indicated only schematically. Auxiliary lines leading to certain factories and buildings are not indicated.
29. Odessa-Tovarnaya station (b): Located south of the town, it has 13 tracks, each 2,000 meters long. Nearby are large warehouses and loading ramps. Also very close is a large factory, Sichevo (?) Povstaniye (45), which produces lifting cranes. Beside this factory are the principal railway shops and rail car repair shops. Large-scale loading of small cargoes is effected at this station. Military goods are handled on a special group of tracks 1-2 km west (c).
30. Odessa-Sostava station (d): Three to five kilometers northwest of the preceding station is the Odessa-Sostava freight station, with 18 tracks 2,000 meters long. At the same place are concentrated freight car repair shops, enormous warehouses, and grain elevators. The principal function of this station is the making up of freight trains.
31. Odessa-Port station (e): This station is near the New Port (3) and has the following tracks:
 - a. Group of nine tracks from the Oil Port (8), each 2,000 meters long. Principal function: filling of tank cars from tankers and from reservoirs (29) and (30); also minor classification operations.
 - b. Group of tracks near the dry dock (25) and the naval yards (24). Special operations with heavy loads, metals, lumber, and highly inflammable material.
 - c. Group of five tracks from the Naval Mole (18), each 200-400 meters long. Special function: transshipment of military material. Nearby are large warehouses for merchandise.
 - d. Group of seven tracks from the New Quay (15), each 400-700 meters long. Principal function: large-scale transshipment and arrangement of material. If the Oil Port is overloaded, the filling of tank cars from tankers is effected here by the pumping station (47).
32. Odessa-Peresyp station (g): This station is one kilometer northwest of the Oil Port. It has two tracks, one 150 m. and the other 1,300 m. long, and large loading ramps. Principal function: filling of tank cars from the reservoir or from tankers by pipe line.
33. Odessa-Bakhmach station (f): This station is located 1,300 m. southwest of the Oil Port. It has nine tracks 250-450 m. long and repair shops for tank cars. Functions: transshipment of military material, filling of tank cars with combustible liquids, classification operations of local importance.
34. Odessa-Sortirovochnaya station (off the map, direction 36): This classification station for freight trains is a considerable distance north of the town. Its double-tracked auxiliary lines are marked (38). The station has 21 tracks, each 1,500-2,500 m. long. Surrounding the station is a depot for 100 locomotives, to which are attached cleaning and boiler shops. The principal function of the station is the classification of freight trains arriving in and departing from Odessa. The entire rail system of the town is served by this station.
35. Main passenger station (a): The main passenger station is in the center of the town, 2.5 km south of the port, and is entirely distinct from the freight stations. It represents the classic type of terminus of a large city and has nine tracks. Passenger trains departing for all directions pass through the Odessa-Tovarnaya station on a special track and in front of the new Odessa-Sostava station. This line is marked (39) on the map. The station has medium-sized repair shops for passenger cars. Near the station are located two buildings of the Railway Directorate (61).

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36. Each section of the Odessa rail network can function independently of the other parts. It is possible for trains to arrive at any one of the stations and to depart on any one of the principal lines, either detouring around the other stations or passing through them.*

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[redacted] fails to explain how this statement can apply to the passenger station and the Tovarnaya station, which appear to be on a dead-end line.

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